AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph beginning at line 20 of page 3, as follows:

Referring to the embodiment of Figures 1-2, the anchor frame 32 is contoured to form right and left pocket areas 34a, 34b at the leading edges thereof, and the tension sensors 30a, 30b are bolted into the respective pocket areas. The anchor frame 32, in turn, is bolted to the seat frame 20 via the apertures 36a, 36b. If desired, the anchor frame 32 can be configured so that the sensors 30a, 30b are essentially aligned with the child seat tethers 26a, in which case the anchor brackets 24a, 24b will be straight instead of angled. The anchor frame 32 may be stamped sheet metal, for example, and surface contours 38 may be included to provide increased stiffness. The tension sensors 30a, 30b develop electrical signals corresponding to the tension exerted on the anchor brackets 24a, 24b, respectively, and such signals are provided to PODS ECU 18 via lines 40a, 40b. In cases where the child seat tethers 26a are formed with a single strip of material passing through the infant or child seat 26, one of the anchor brackets 24a, 24b can be welded directly to the anchor frame 32 as shown in Figures 3-4, and the single tension sensor 30a or 30b will provide an adequate measure of the combined tension applied to the anchor brackets 24a, 24b. The PODS ECU 18 utilizes the anchor tension signals to detect the presence of an infant or child seat 26, and also to compensate the occupant seat weight indication (the pressure signal output of pressure sensor 14, for example) or a threshold to which the occupant seat weight indication is compared.

Please amend the paragraph beginning at line 9 of page 4, as follows:

Referring to the embodiment of Figures 3-4, anchor frame 50 is contoured to form right and left pocket areas 50a, 50b at the leading edges thereof, and the anchor brackets 24a, 24b are welded into the respective pocket areas 50a, 50b. As with the anchor frame 32, the anchor frame 50 may be stamped sheet metal, for example, and include surface contours 56 to provide increased stiffness. The lower sides of anchor frame 50 are flanged as indicated by the reference numerals 58, each flange 58 having a mounting

aperture 60 as shown in Figure 3. A rod 62 (or two individual posts) securely fastened to the seat frame 20 passes through the apertures 60 to pivotally support the anchor frame 50 with respect to the seat frame 20. The anchor frame 50 is additionally coupled to the seat frame 20 by the tension sensor 52 so that tension applied to the anchor brackets 24a, 24b produces a corresponding force that is measured by the sensor 52. Referring to Figure 3, a mounting tab 66 formed at one end of sensor 52 is fastened to seat frame 20, and a rod 68 formed at the other end of sensor 52 is secured to the anchor frame 50. In the illustrated embodiment, the rod 68 terminates in a cross-piece 68a that is captured by a pair of oppositely depending tabs 70a, 70b formed in anchor frame 50. Tension applied to the anchor brackets 24a, 24b tends to rotate the anchor frame 50 toward the infant seat 26 about the rod 62, and the resulting force measured by sensor 52 provides a measure of the total tension. As with the embodiment of Figures 1-2, the output of tension sensor 52 is provided to PODS ECU 18, which utilizes the anchor tension signals to detect the presence of an infant or child seat 26, and to compensate the occupant seat weight indication or a threshold to which the occupant seat weight indication is compared.